

ADMINISTRATION TEAM MINUTES

Date: October 18, 2002
Time: 9:00 am
Place: Tacoma AGC Building

<u>Attending:</u>	Cathy Arnold	<u>✓</u>	Ron Howard	<u>✓</u>	Mark Scoccolo	<u>✓</u>
	Dave Banke	<u>✓</u>	Carl Jonasson	<u> </u>	Bill Senta	<u> </u>
	Jerry Brais	<u>✓</u>	Bill Loring	<u> </u>	Greg Waugh	<u> </u>
	Doug Ficco	<u>✓</u>	Cathy Nicholas	<u>✓</u>	Tom Zamzow	<u>✓</u>
	Mike Hall	<u> </u>	Mark Rohde	<u>✓</u>		
	Bob Hilmes	<u>✓</u>	Larry Schofield	<u>✓</u>		

Opening: The minutes of the September 13th meeting were approved with one correction. A statement that the federal funding program TEA-21 will expire in December was incorrect. The end date for TEA-21 will be September 30, 2003.

Quality Roundtable

Mark Scoccolo says that his firm is running out of work. They were 2nd on the International Boulevard job for Sea-Tac.

Mark Rohde discussed a project in the Tri-Cities installing modular expansion joints. CBI is working on project closeout for several jobs. The Northgate contract went well, is done except for electrical sub work. Mark was happy to participate in a “lessons learned” session for the Northgate job.

Cathy Nicholas attended the WAPA meeting in Wenatchee (formerly APAW). She described pilot projects in North Central for large pavers with contractor QC provisions. FHWA is working with WSDOT to define new goals for DBE participation. Washington Division is hosting a meeting on November 6th with State L&I and Federal DOL to discuss the effects of double regulation of wage rates.

Bob Hilmes says there’s not much news from Spokane. His office is advertising a couple of small jobs with variable start dates for next Spring.

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Doug Ficco described the large project to rehab the Lewis and Clark bridge at Longview. It will have A+B+C bidding (two incentives, one for project duration and one for bridge closures). Bids are scheduled to open on November 14th. Otherwise, Southwest is concentrating on workforce and alternate scenarios of funding.

Jerry Brais says that King County is continuing to find money. They just opened bids for the Renton job at 140th. Scarsella was low, with \$1.2 Million on the table. Two or three big jobs, including the 277th overcrossing of the East Valley Freeway in Kent, are scheduled to go out this winter.

Cathy Arnold responded to Mark Rohde with appreciation for his part in the lessons-learned exercise. Northwest plans to require all Project Engineers to use this process at least 1-3 times per year. Northwest intends to call for bids on Bellevue's NE 8th Street job and on SR 18 this winter.

Dave Banke described a very busy season. He was responsible for several projects with tight schedules and incentive clauses. Bellevue's Meydenbauer bridge is nearing completion. SE 8th, also in Bellevue, may see some traffic openings in the next few days. Two jobs in Maple Valley are at substantial completion.

Larry Schofield says the local agencies are still churning out work, but the process is slowing somewhat. The launch of the revised LAG Manual has not been without problem, and Larry is looking at some mid-course corrections. The Local Programs office is remodeling to bring the entire crew to one location.

Tom Zamzow reports that Wilder is winding down for the season. Ten field managers are coming in and there's a scramble to find them a place to sit. Short on highway bidding, Wilder is looking toward environmental, but this takes them far away, including bids in Texas.

Ron Howard discussed efforts to enlist support of the Team's efforts in temporary traffic control. Ron has presented the concepts to Region Project Development Engineers and Statewide Traffic Engineers. There has been general acceptance and support of the concept.

Old Business—Section 1-04.6

The team reviewed the revised text of Section 1-04.6 and the draft of Construction Manual language to accompany the new spec. These were accepted with one correction: In the CM discussion of time, the expression "critical" will be replaced with a better description of work that extends the duration of the project.

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New Business—Section 1-02.6

By agreement, the team skipped ahead to this subject in order to be sure to address it today.

Section 1-02.6 relates to the responsiveness of bid proposals. The current spec (since 2000), calls for unit prices left blank to be interpreted as “zero”, with the extension (if any) being changed to zero as well. It was pointed out that this could leave the low bidder in a position to accept the award, with the change or to claim error and get excused. It would only happen when the change to an extension moved a bidder into the low spot.

This status for the bidder is unacceptable. The two alternate options explored were: 1. Return to the previous practice of allowing WSDOT to interpret the unit price from the extension and accept the bid; or 2. Change the rule to make any proposal with a blank unit price unresponsive.

The outcome preferred by the team in a consensus vote was the hard-line. We propose changing the spec to require a finding of unresponsive and a rejection of the bid if a unit price is left blank.

Old Business—Section 1-10

Returning to old business, the team picked up the draft traffic control specs. The review started with a revisit to Section 1-10.2(2). It was pointed out that this provision, as written, requires an illuminated flagger station at all times. The intent was to include this requirement for work in darkness only and the wording will be corrected.

The review resumed at Section 1-10.3(3) Traffic Control Devices

The specification for construction signs will be revised to promise a schedule of Class A construction signs. Presently used in some regions, this will not be a detailed location of these signs, but rather an entry in the plans of a simple table showing the estimated number of each different kind of sign. The number will be based upon estimates from the State’s traffic control plan. The actual nature and quantity of signs will be determined as field conditions require.

Class B signs may have a time limit in the MUTCD. This will be verified and, if necessary, included in the Class B specifications.

For traffic safety drums, the requirement for new reflective sheeting will be dropped for a demand for adequate condition of sheeting, according to the Quality Standards book. The maintenance requirement is a repeat of an earlier spec mandating maintenance of all devices. It will be dropped here.

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Barrier Drums will get the same sheeting corrections as the barrels. In addition, the deletion of the lateral clearance markers will be reversed, effectively leaving these as a requirement where needed.

The spec to double-stack traffic cones will be revised to allow other methods of stabilizing cones in windy locations.

The TMA spec will be changed to eliminate the requirement for a backup unit on standby.

The team explored the idea of adding more traffic control devices, notably temporary barrier, quick movable barrier, water-filled barrier and temporary impact attenuators to the specs. These are presently located in other areas of the Standard Specifications and General Specials. There will be further discussion about adding these at the next meeting.

Looking at the Measurement provisions, the team agreed with the idea of total project lump sum bids for simple projects.

Measuring arrow boards by the hour will be acceptable.

Hour units for portable changeable message signs and truck-mounted attenuators could not be agreed to. This discussion will resume next month.

Future Meetings

November 15th @ Tacoma AGC (9:00 am)

January 10th, 2003 @ Tacoma AGC (9:00 am)

Assignment List

<u>Who</u>	<u>What</u>	<u>By When</u>
Bob Hilmes	Investigate Hard Hats on Traffic Control Labor	November 15 th
Team Members	Review additional measures for inclusion in 1-10	November 15 th
Team Members	Review payment methods for PCMS & TMA's	November 15 th
Team Members	Bring Calendars to set future meeting dates	November 15 th

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Team's "Round Tuit" List

1. Traffic Control Provisions
2. Web-Based Construction Management
3. Policy and Practice on Deferrals
4. Short-term Scheduling
5. Defining Lump Sum Items
6. Joint Training—Documentation
7. Payroll, Wage Administration procedures
8. Materials on Hand provisions
9. Progress Schedules
10. Disputes Review Boards
11. Tort Claims Liability/Accident Reports
12. Bid Item for On-site Overhead
13. Section 1-08.8, p5.c—Extensions for Quantity Overruns?